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COUNTRY USSR(Rostov Oblast)

SUBJECT Dmitrov Aircraft Plant at Taganrog

25X1C

Plant at Taganrog

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25X

1. The aircraft plant, 5 km north of Taganrog, had a first name sounding like Aleksiyev. The plant had two sections, No 49 with workshops No 14, 15, 21, and 25, and, to the north, the larger section No 36. (1) Reconstruction work started in June 1945 and had not been completed [redacted] but the production of aircraft parts had already been resumed in 1945. Most of the machinery came from the German Arado Plants. Power was allegedly supplied by the Rostov power plant, and, in emergencies, by the power house of the Stalin Plant.
2. Plywood biplanes were constructed at the Taganrog Plant with a monthly output of about 20 craft during the period from 1945 to mid-1946. Engines and tires were delivered to the plant. The plant also worked on the construction of an experimental flying boat. (2) A disassembled flying boat, allegedly from Blohm & Voess, arrived by railroad in the [redacted] and was reassembled in the development shop. Rumors indicated that this type flying boat was reproduced in that shop during the period from [redacted] [redacted] The wings arrived from another workshop. As the workshop gate was too narrow, a wall was torn down to provide clearance for the completed aircraft. The amphibious aircraft thus reproduced was all metal and had the engine nacelle above the wing; it had a radial engine with a three-bladed propeller. It was not determined how the dual-wheel landing gear, fitted to the wing roots, was retracted. After the first taxiing the amphibious aircraft was returned to the assembly shop. Test flights with water and ground take-offs were observed during [redacted] but after that the flying boat was not seen any more. Mass production of this type flying boat was doubted as the shop working on it started work on the construction of experimental transports after the completion of the amphibious craft.

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- 25X1A 3. In early [ ] this experimental transport was not yet completed, but the following of its features could be determined. The plane was all metal, had a retractable landing gear under the engine nacelles and had three-bladed propellers. Source could not determine whether the plane was equipped with radial engines or in-line engines, whether there were a nose wheel and a tail wheel, and in which direction the landing gear was retracted. [ ] also did not remember the shape of the tail-assembly. This clumsy craft had a mechanically operated loading ramp in the rear section of the fuselage. According to Soviets, this ramp was to facilitate the loading of a 152-mm gun, or a heavy mortar and a 37-mm AA gun. (3)
- 25X1 4. The Taganrog Plant also did modification work on planes already built. It was observed that two-engine transports which came to the plant were being fitted with a new tail assembly, allegedly for towing freight gliders. (4) In addition 15 single-engine fighters were flown to the plant during the [ ] 25X1X They were parked in front of the assembly shop for fighters and took off again about eight weeks later. Allegedly, they were American fighters, in appearance very similar to the Me-109, fitted with a hub gun. The planes were provided with a new fuselage section and new tail units. The parts required for these changes arrived by train. Later shipments of 5 to 10 aircraft arrived by railroad at intervals of about five to six weeks. It was estimated that about 50 fighters were rebuilt from [ ] Aircraft were also overhauled between [ ] Most of them were equipped with new engines which arrived by train. Among the planes to be overhauled, source identified the IL-2 and another type aircraft which he also remembered from low-level attacks.
- 25X1X 5. The production of coast guard vessels started in the [ ] 25X1X Mass production of these vessels began during the [ ] 25X1X of the same year. The vessels were 10 meters long, 2 to 2.5 meters wide and 2 meters high. Except for the hull which was manufactured in the aircraft plant, all parts were delivered by train. Shafts for tractors and tanks had been in mass production since [ ] The slugs were pressed in workshop No 12 and were lathed in workshop No 28. Among the various shafts was one about 50 cm long and 7 to 8 cm in diameter. This shaft had longitudinal grooves milled closely side by side. The weekly output was estimated at 500 shafts which were shipped away by rail. The plant also produced American type vertical and horizontal drilling machines. Shipments of finished machines left by train. Occasionally, repair work on street-cars was done by the plant.
- 25X1X 6. In addition to the parts mentioned above the following items were delivered to the plant: Aluminum plates which, according to Soviet statements, came from Germany; aluminum bars; iron and steel ingots and plates; ply-wood plates; tools; plexi-glass; nitro-paints; automobile engines for the repair shop; and small parts.
- 25X1X 7. The plant employed about 1,000 Soviet laborers working two equal shifts, and 150 convicted Soviet engineers working in drafting room No 20 of workshop No 13. Except for a detail of 30 men who

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were molders in the aluminum section, the PWs worked in the garage. Soviet laborers stated that the plant manager was a reliable Communist rather than a technically trained man. Commissions of high-ranking air force officers inspected the plant. The plant was protected by a wall and a barbed-wire fence and was guarded by armed female plant police.

25X1A

Comments.

- (1) For plant layout see Annex 1. This plant has been previously reported as the Dmitrov Plant.
- (2) For a sketch of this rying boat, see Annex 2, sketch a.
- (3) For a sketch of this experimental transport, see Annex 2, sketch b. Source's sketch of the tail assembly is merely a rough sketch.
- (4) For a sketch of these transports, see Annex 2, sketch c.
- (5) This report generally agrees with previous information on the Dmitrov Aircraft Plant.

The Stalin Plant to the east produced farming machines, boilers, etc. It was repeatedly mistaken for the Dimitrov Aircraft Plant by PWs. Data on the equipment of the plant with dismantled Arado machinery and the production data were confirmed by most reports received earlier. Some of these reports also indicated a production of aircraft accessories for Airacobra or Kingcobra and LI-2 type aircraft in the post-war period. The experimental amphibious aircraft is considered an Arado construction which, according to one report, crashed during the fall of 1948.

2 Annexes: sketches on ditto

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